D-8351

FM. 2
G. 55M-1-38

SHANGHAI MUNICIPAL POLICE.

File No. MUNICIPAL S. B. REGISTRY

SECRET

C.I.S.6, Special Branch. No. S. B. D. 7

REPORT

Date September 23, 38.

Subject The Interior River Steamship Company of Shanghai (上海内河航业公司), Embankment Building, 434 North Soochow Road.

Made by ..... and ..... Forwarded by Inspector Papp.

The Interior River Steamship Company of Shanghai (上海内河航业公司) was established by local Japanese shipping concerns at the Embankment Building, 434 North Soochow Road about August 15, 1938. According to information secured from circles in touch with this Japanese enterprise, the above mentioned shipping company aims to monopolize the shipping interests in the Yangtsze River. The company is operating at present a few inland lines with steamers owned by the Nisshin Kisen Kaisha, but it intends to extend the service by purchases or otherwise of Chinese steamers and to charter steamers owned by foreign interests. It is claimed that both foreign and Chinese interests will be "invited" to co-operate under unfavourable terms dictated by the Japanese concern. By this means, it is intended to kill all foreign and Chinese shipping interests in the Yangtsze and the Whangpoo Rivers and the Soochow Canal. To show its appreciation of their protection and support, the above company has made arrangements with the Japanese military to engage as many dependants of Japanese soldiers killed in China War as possible.

SHANGHAI MUNICIPAL POLICE 26 SEPT. 1938 COMMISSIONER'S OFFICE

The company is now operating lines in all Yangtsze ports between Kiukiang and Shanghai including Anking, Wuhu, Nanking, Chinkiang, Kiangyin and Nantung. Other lines operated by the company touch Minghong, Soochow, Wusih, Sungkiang, Pinghu, Hangchow, Kashing etc. Several [redacted] foreign shipping companies under British, American, Italian, German, Portuguese and Norwegian registrations are now operating between Shanghai and the above mentioned ports and other cities and towns not touched by the Japanese concern. But as their

Dr. S.B.
Lists awarded
Not made
Ex 249 27/9.

FM. 2
G. 55M-1-38

SHANGHAI MUNICIPAL POLICE.

File No.....

.....Station,

REPORT

Date 19

- 2 -

Subject.....

Made by.....Forwarded by.....

passes and permits issued by the Japanese authorities only allow them a very limited period, it is confidently expected in Japanese circles that many of them will be forced to discontinue their service when their time limit has expired, with the result that the Japanese will soon have complete monopoly over shipping in this part of China.

E.

E. Pape
Inspector.

D.C. (Special Branch).

DBR.
23/9.

Coming
Sir
Information
Thos Robertson
DC (S.B)

P. A. to D. C. (Sp. Br.)

F. 2074
K. 500-1-38

Form A

Ref. No. S.B. D.0551.

Headquarters,

Shanghai Municipal Police,

August 1, 1938.

SUBJECT

Inaugural Meeting of the Shanghai Inland River Navigation Company - New Sino-Japanese Concern

The Acting Secretary,
S. M. C.

The Commissioner presents his compliments to.....

and begs to forward herewith the following documents relative to the subject referred to above

1. Copy of a Police report dated July 29, 1938.
2.
3.
4.
5.

CHY/

Special Branch,
July 29, 1938.

Inaugural Meeting of the Shanghai Inland River Navigation Company, New Sino-Japanese Concern.

With reference to the attached translation from the "Shanghai Mainichi" dated July 27, 1938, regarding the establishment of an inland navigation company, I have to state that the inaugural meeting of the new Sino-Japanese concern known as the "Shanghai Inland River Navigation Company" (capital Yen 2,000,000) was held at the Japanese Club, Boone Road, at 2.30 p.m. July 28, 1938, and was attended by promoters and representatives of the Japanese Army, Navy, Consulate-General and the Reformed Government of the Chinese Republic During the meeting Mr. K. Sugimoto, manager of the "Shanghai Transportation Company", was elected managing director, while Mr. K. Nakayama, managing director of the "Nisshin Kisen Kaisha", Mr. T. Yamamoto, vice-president of the Shimonoseki Chamber of Commerce and Industry, and a Chinese were elected directors. The name of the Chinese director has not been disclosed in view of the recurrence of unfortunate incidents involving pro-Japanese Chinese. It was also decided that the position of the presidency would be left vacant for the time being.

The object of the new concern is to undertake the transportation of passengers and cargo, the renting and chartering of vessels, the operation of wharves and godowns in the interior. The office of this concern will be established in the Dorring Apartments on Tsungming Road and the business will be commenced on August 1. Regular services between Shanghai and Inland towns as mentioned in the attached translation will be undertaken. The company will hold a monthly one-price sale [illegible] in the district in the vicinity of Shanghai and will [illegible] the [illegible] and property of the Chinese following [illegible] the [illegible] which are [illegible]

Certified true copy
H. C. Handley

FM. 2
G. 55M-1-38

File No.

SHANGHAI MUNICIPAL POLICE.

S. 1. Special Branch ~~Station~~

REPORT

Date July 29, 1938.

Subject Inaugural meeting of the Shanghai Inland River ~~Nevigation Company~~, new Sino-Japanese concern.

Made by D. S. Kamashita Forwarded by G. Crawford

With reference to the attached translation from the "Shanghai Mainichi" dated July 27, 1938, regarding the establishment of an inland navigation company, I have to state that the inaugural meeting of the new Sino-Japanese concern known as the "Shanghai Inland River Nevigation Company"(capital Yen 2,000,000) was held at the Japanese Club, Boone Road, at 2.30 p.m. July 28, 1938, and was attended by promotors and representatives of the Japanese Army, Navy, Consulate-General and the Reformed Government of the Chinese Republic. During the meeting Mr. K. Sugimoto, manager of the "Shanghai Transportation Company", was elected managing director, while Mr. K. Nakayama, managing director of the "Nisshin Kisen Kaisha", Mr. T. Yamamoto, vice-president of the Shimonoseki Chamber of Commerce and Industry, and a Chinese were elected directors. The name of the Chinese director has not been disclosed in view of the recurrence of unfortunate incidents involving pro-Japanese Chinese. It was also decided that the position of the presidency would be left vacant for the time being.

The object of the new concern is to undertake the transportation of passengers and cargo, the renting and chartering of vessels, the operation of wharves and godowns in the interior. The office of this concern will be established in the Derring Apartments on ~~Chungming~~ Yoong Ming Road and the business will be commenced on August 1. Regular services between Shanghai and inland towns as mentioned in the attached translation will be undertaken. The company will hold a monoply over inland river nevigation in the district in the vicinity of Shanghai and will take over the

From A

Sec sent off

SPECIAL BRANCH MUNICIPAL POLICE
31 JULY 1938
COMMISSIONER'S OFFICE

December 12, 1938. Afternoon Translation.

Shun Pao and other local newspapers :-

JAPANESE TO FORM LARGE SHIPPING COMPANY FOR YANGTZE TRADE

According to information secured by the Yen Tai News Agency ( ), the Japanese authorities have long been planning to establish a large shipping company with the object of monopolizing navigation rights along the Yangtze River as well as for the purpose of ousting the shipping trade of Great Britain, the U.S.A. and other Powers in China.

It is learned that the Nisshin Kisen Kaisha and other local Japanese shipping companies have been instructed by the Tokyo Government to dispose of shares among the public and to instruct the puppet officials to help in the acceleration of the formation of this shipping company. All preparations have now been completed. The new company will be known as the "Yangtze Shipping Company." The new company was inaugurated at the Astor House Hotel the other day when about 50 directors and committeemen were elected and one Pan was elected compradore.

The company will engage in the transportation of cargo to various ports along the Yangtsze as from January next year. It will operate 16 new steamers. This shows Japan's ambition to control navigation in the Yangtsze. Not only will the navigation rights in Central China be under the complete control of the Japanese, but Britain, America and other foreign countries will have very little hope of recovering their trade along the Yangtsze for they will not be in a position to compete with the Japanese.

FORM NO. 3
G. 40M-1-38

SHANGHAI MUNICIPAL POLICE.

File No.....

REPORT

.....Station,

Date.....19

Subject (in full).....

Made by.....Forwarded by.....

interests and property of the Kosetsu Steamship Company, No. 5 The Bund, which was established early this year.

R. Kamashita
D. S.

D. C. (Special Branch).

D.B.R.
29/7

D. C. (Sp. Br.)

Comm
Sir,
Information
Yours Robertson
DEPUTY COMMISSIONER
(SPECIAL BRANCH)

MAINICHI

INLAND RIVER NAVIGATION COMPANY TO BE INAUGURATED

It is reported that an Inland River Navigation Company has been formed with a Sino-Japanese joint capital of Yen 2,000,000. The Company will be inaugurated at 2.30 p.m. July 28 at the Japanese Club. A cocktail party to which about 200 officers and civilians have been invited will be held. Mr. H. Sugimoto of the Shanghai Transportation Company has been elected managing director of the Company. Mr. K. Yamanaka of the N.K.K. and Mr. T. Yamamoto, Vice-Chairman of the Chamber of Commerce at Shimonoseki, Japan, and a Chinese are the other directors. One Japanese and one Chinese will be elected as auditors. The manager of the Company has not yet been appointed.

The Company will be located in the former premises of the Chien Tuh Bank at the corner of North Soochow Road and Honan Road. The Central China Shinko Company will invest Yen 600,000, the N.K.K. Yen 400,000 and the remaining Yen 1,000,000 will be open to subscription by people of any nationality. The Company will monopolize the inland river navigation trade under the control of the "Reformed Government".

The following business will be undertaken by the company:-

1. Transportation of passengers and cargoes.
2. Chartering steamers to persons.
3. Wharf and godown business.

The following inland water services will be undertaken:-

1. Shanghai-Sungkiang-Pinghu.
2. Shanghai-Sungkiang-Liu Kong Tseng Village-Kashing-Hangchow.
3. Shanghai-Sungkiang-Liukong Tsen Village-Kingwang Tsen Village-Wushing.
4. Shanghai-Huangtu Tseng Village-Tsukakwoh.
5. Shanghai-Quinsan-Soochow-Wusih-Changchow-Tanyang-Chinkiang.
6. Shanghai-Quinsan-Zangzoh-Soochow.
7. Shanghai-Kiating-Taichong-Zangzoh.

The Chekiang Navigation Company will be dissolved after the new company has been inaugurated. The Chekiang Navigation Company owns 140 launches.

D.S. Tamaki
28/7

28/7

Japanese Shipping Monopoly

Shanghai Shippers Forced to Sell Ships At New Company's Own Valuation

BEHIND the simple announcement issued by the Japanese on Thursday concerning the formation of an inland shipping service lies the result of an ingenious, well-prepared and thought-out scheme which is now being put into effect with the assistance of the Japanese Government and Army. By means of this scheme, a Japanese company receives not only the monopolistic rights of navigation in the Shanghai hinterland but the company is also given the right practically to force all shippers interested in this particular trade—British, German, Italian, American, Chinese and others—to hand over all their vessels, in part payment for shares, at the company's own estimate of their value.

The Japanese announcement said that the capital of the company has been fixed at Yen 2,000,000. The "North-China Daily News," as a result of an investigation made on Thursday and yesterday, learns that it will be subscribed as follows:—

Yen 600,000 will be taken up by the Japanese Government;

Yen 600,000 will be taken up by the "Ta Tao" and Nanking government bodies;

Yen 400,000 will be taken up by the O.S.K. (Osaka Shosen Kaisha);

and Yen 400,000 will be available for taking up by the various shippers concerned, whose vessels will make the operation of the company possible.

At the moment, the "North-China Daily News" understands, a deadlock has been reached, despite the announcement issued by the Japanese. The shippers have refused to come in on the unfair terms proposed and the company has the sole right to operate in the area concerned. Out of the 140-odd ships which normally engage in the traffic, less than twenty, which were seized some time ago by the Japanese, are in operation.

The reason for the deadlock is not difficult to find. The new monopoly represents the climax to a four month period of extreme difficulty for the shippers, who have been forced to operate at almost a loss due to the high rates they have been charged by the former "holding company." In order to make any profit at all, they have been forced to charge three or four times the normal cargo rate, which explains, among other things, the high cost of vegetables and other foodstuffs in Shanghai today.

Position in February

But to go back to the beginning. Shortly before the end of February, an announcement was issued by the Japanese Navy, Army and diplomatic authorities stating that henceforth permits would be required of all vessels plying the main inland waterways, and authorization would be granted free of charge, or in the words of the announcement itself, "the permit will be issued gratis upon due examination of the application."

Matters were not quite as simple as all that, however, the shippers soon found, for one difficulty after another arose, permits being refused on the grounds of "necessity," as laid down in clause 2 of the announcement, whereby "such use may temporarily be prohibited or restricted by the Japanese Army and Navy."

A Japanese company—said to have received the backing of the O.S.K.—then appeared on the scene and in their difficulty the shippers perforce accepted the somewhat one-sided plan put forward by this company, styling itself the Kianchek (Kiangsu-Chekiang) Steamship Co.

The First Scheme

The company promised to furnish all ships "co-operating with it" with the necessary Japanese pass: in addition, the ships would be given the right to fly the Japanese flag and two Japanese would travel with each ship as additional protection. In return, the shippers were to pay the company 50 per cent. of what was termed the net revenue—expenses of the trip, fuel and so on, being first deducted; this, however, did not include office and overhead expenses, which the Japanese company refused to recognize. This was somewhat steep, but it was better than not operating the vessels at all, and the shippers accepted.

The company itself had about 20 vessels; the shippers provided an additional 120 ships.

They soon found things were not moving exactly as smoothly as was hoped. In the first place, the Japanese guards soon found it safer to leave the ships at a point on the Soochow Creek just north of Rubicon Road—after that, it was not safe for them to proceed further, owing to guerillas.

The ships soon got around this difficulty, however, and flew the Japanese flag as far as this point and then, when they had got out of sight, flew the British or American flag when passing through "guerilla country." The ships would sometimes be searched, but otherwise left unharmed by the guerillas.

Then came another difficulty, and a major one. The "holding company" could only provide the ships with permits to move about in the areas concerned—but in order to take cargo in and/or out, another Japanese military pass was required—and this was in nine cases out of ten only issuable to Japanese subjects.

Passes for Sale

Japanese subjects were willing to co-operate at a price, which varied from $500 to $2,000 a trip, when they provided the passes; during June the average Chinese newspaper carried from six to ten advertisements a day, inserted by these Japanese pass-securers quite boldly.

All this was bad enough, the shippers now complain, but the announcement of June 25, which came like a bolt out of the blue, was too much; if a mixed metaphor may be used, it was the last straw which broke the camel's back and heart.

This announcement stated that a new company, forming the China-Japan Inland Navigation Co., to the Shanghai Inland Navigation Co., they seem to be the same organization—would have the monopoly of business along the various shipping routes in the hinterland. No competition would be permitted.

Shippers of any nationality were given the option of taking up shares in the new company, or of going out of business. At first sight, one might imagine that their choice would be obviously in favour of the former proposition—but there were several major snags.

The "North-China Daily News" has secured one copy of each of the three forms which were sent around to the various companies by the Japanese combine. One sheet calls for particulars of the companies' vessels—age, length, tonnage, haulage power and so on—and the other is an application for an allotment of shares.

Cause of the Trouble

The third (to which the first is to be attached) is the one that has caused most of the trouble. It can best be divided into three sections, which for convenience may be labelled Sections A, B and C.

Section A, to be filled in by the shipper, in which he sets out the estimated value of the craft concerned and also when it was so valued.

Section B, to be filled in by the company's officials *later*, gives the value of the vessel according to the company's own assessors, and bears the signature of the chairman of the valuation committee.

Section C, to be filled in by the shipper when forwarding the document (and hence before Section B is filled in and before he knows what the company's valuation will be), in which the shipper states that he accepts the company's valuation of it as final; he then signs it.

The application for allotment of shares states that the shares are valued at 50 yen each. A first payment of Yen 12.50 a share is required to be forwarded with the application. The form states that the balance was to be paid in full "before July 20," or the deposit would be forwarded; it is understood, however, that in view of the lack of what might be termed "popular response" among shippers, the date has been set back slightly. Collection would be made at the Yokohama Specie Bank offices at either Shanghai or Tokyo.

At a Deadlock

At the moment, therefore, matters are at a deadlock. Shippers cannot operate under the old scheme, and they cannot see their way towards "co-operating" with the new plan. In the first place, most of them do not wish to lose most of their rights, as they would when they became the minority in the new large company, nor are they willing to accept the company's valuation of their vessels "as final."

In interviews with the "North-China Daily News," shippers pointed out that, technically speaking, the Japanese company could value a $5,000-craft as worth $5—and the unfortunate shipper would not be able to do anything about it. It is understood that one German concern and a few Chinese firms have wavered and thrown in their lot with the Japanese—deeming it the better part of a bad bargain—but the others are still obdurate.

The position at the moment, therefore, is that the company cannot operate without the boats, and the shippers cannot operate without the permits held by the company.

FM. 2
G. 55M-1-36

File No.

SHANGHAI MUNICIPAL POLICE.

S.1, Special Branch

REPORT

Date July 23, 1938.

Subject: Inland Steam Launch Service - Suspension owing to Expiry of Passes issued by the Japanese.

Made by: D.S.I. Kao Yen-ken Forwarded by: C. Crawford

All steam launch services between Shanghai and inland places, with the exception of the three services run by the Tung Chi (通濟), Tung Woo (通和) and An Dah (安達) Steam Launch Companies, have been suspended as from July 17, the date on which the validity of the passes issued by the Japanese Authorities to the launch companies expired. The question of the renewal of the passes is still under consideration by the Japanese Authorities.

The Tung Chi and Tung Woo Steam Launch Companies are situated at 504 Peking Road, and it is known that they are closely connected with the N.K.K. Co. The An Dah Steam Launch Company is located in Room 306 Dah Wah (大華) Lodging House, 250 Chihli Road, and is connected with the Pacification Section of the Japanese Military. The Zih Yuin (德運) Company, 504 Peking Road, is a German firm, and is also affected by this order, while the other launches belonging to Chinese merchants functionning under the registration in a Japanese subject's name have also been affected.

Another source of information believes that certain Japanese subjects are arranging for the formation of a "Shanghai Inland Steam Launch Company, Limited" (上海内河輪船株式会社), with a view to exercising a monopoly in the inland steam launch business.

SHANGHAI POLICE 23 JUL 1938 COMMISSIONER'S OFFICE

Comm
Sig
Information
John Robertson
D C (Sp B)

Kao Yen-ken
D. S. I.

FILE

D. C. (Special Branch).

FILE

D.B.
24/7
P. A. to D. C. (Sp. Br.)

FM. 2
G. 55M-1-38

File No.

SHANGHAI MUNICIPAL POLICE.

C.S.6 Special Branch ~~Secret~~

S REPORT

Date June 3 1938.

Subject Opposition to Japanese Shipping Monopoly in China's Inland Waters.

Made by and Forwarded by Inspector Papp

It has been learned that numerous Japanese merchants in Shanghai and the Shanghai Municipal Administration Office are secretly agitating for the abolition of the Japanese monopoly in China's inland waters. The monopoly is now held by the "Kiangsu-Chekiang Steamship Navigation Company" which firm has been organized during March, 1938, under the joint auspices of three Japanese shipping companies here, namely, the Nisshin Kisen Kaisha, 5 The Bund, the Yamashita Kisen Kaisha, 30 Foochow Road and the Showa Shipping Co.Ltd., 130 Hankow Road.

The Japanese merchants are secretly objecting to the monopoly because they are losing much business when transporting goods to the interior which under present arrangements must be done by the above named company only. On the other hand, the Shanghai Municipal Administration Office are seriously opposing the existence of the monopoly because the Japanese sponsored shipping company refuses to pay any taxes for goods transported into the interior.

Considered in the light of this new development, the recent press reports from Tokyo announcing an extension of the shipping monopoly in the inland waters tends to run counter not only to Chinese but also to local Japanese interests.

C.P.

SHANGHAI SPECIAL BRANCH

4 JUNE 1938 COMMISSIONER

FILE

E. Papp
Inspector.

D. C. (Special Branch)

F. A. to D. C. (Sp. Br.)

FM. 2
J. 55M-1-38

SHANGHAI MUNICIPAL POLICE.

SECRET

Special Branch

REPORT

File No. ~~CRIMINAL POLICE~~ REGISTRY

Date: May 13 1938

Subject Registration of Steamship Companies by the Japanese Consulate-General.

Made by and *Forwarded by* D.I. Crawford

The Japanese Consulate-General is reported to be undertaking the registration of all steamship companies with the exception of foreign owned concerns, who have launches plying between Shanghai and the interior. No registration fees or deposits are required, and registration will be granted on the basis of the financial standing and business carried out by the companies and also on the strength of recommendations from well known Japanese firms.

The registration by the Japanese Consulate-General is probably due to representations which have been made by certain steamship companies. Towards the end of April the Japanese Military Authorities attempted to register all steamship companies, and instructed that each company pay a $500 registration fee and $10,000 cash deposit, but only a few companies are reported to have complied with this order. The deposit paid by those companies which did register, however, was refunded on April 24 when the Japanese Consulate-General commenced the registration in place of the Japanese Military Authorities, but nothing was said about the $500 registration fee.

The reports contained in the China Press of April 21 and in the North China Daily News of April 20 (cuttings attached) that rice dealers have been required to be registered with the Japanese authorities, is untrue. In regard to the rice situation and the impositions placed on rice, reports have already been submitted.

Copy to E. SBr. FILE

D. I.

D.C. (Special Branch)

P.A. to D.C. (Sp. Br.)

Two copies attached

SHANGHAI MUNICIPAL POLICE 14 MAY 1938 SPECIAL BRANCH

DC (Cr)

D.C. (DW)

Japanese Control Rice Supplies

Merchants Asked to Register With Military

The purchase of Chinese rice in Japanese-occupied areas outside Shanghai is virtually under the control of the Japanese military authorities, according to a Chinese report.

Rice merchants wishing to buy rice from these districts will have to register with the Japanese and pay a registration fee of $500 in addition to a cash security of $10,000. Rice purchased by non-registered merchants is liable to confiscation by the Japanese, the same report says.

Merchants desirous to register with the Japanese often experience all kinds of difficulties. Registered merchants also find it difficult to transport rice to Shanghai as they have to pass through many barriers on the way.

Rice produced at Wusih costs $6.50 a picul and that at Tsingpu, $7 a picul. As the merchants are required to pay taxes to the so-called autonomous commissions on the way to Shanghai, the cost of Wusih or Tsingpu products becomes about $10 per picul.

The daily consumption in Shanghai has increased from 6,000 piculs of rice to 10,000 piculs, according to the report. The stocks in Shanghai consist of 150,000 piculs Chinese rice and 50,000 piculs foreign rice at present. It is reported that large quantities of foreign rice are being imported.

No Reason For Alarm Seen In Rice Situation

Despite reports that Chinese rice in Japanese-occupied areas is under the control of Japanese military authorities, who exact heavy fees from purchasers, local circles are not inclined to feel that the city's supply of the grain is seriously threatened.

It is pointed out that during the early days of the hostilities the situation was considerably worse, and that Chinese rice was not available at any price—except for the small quantity in local storerooms.

The city, at that time consuming approximately 10,000 piculs daily, depended entirely upon imported rice, largely from Indo-China, whose sale was controlled by the Shanghai Municipal Council in order to eliminate possible racketeering and profiteering at the expense of the populace.

It is stated that if the situation becomes intolerable, and if the fees demanded of dealers purchasing rice in Japanese-occupied areas are such as to make the native product more expensive than imported rice, arrangements will again be made to import the grain from Indo-China.

According to local reports, rice merchants who purchase the native grain from areas under Nipponese occupancy are required to pay a registration fee of $500 in addition to a cash security of $10,000. Otherwise, rice purchased by non-registered dealers is liable to confiscation, reports state.

F. 207a
K. 600-10-37

Form A

Ref. No.....

~~Headquarters,~~

Shanghai Municipal Police.

May 16, 1938.

SUBJECT

Subject:- Registration of Steamship Companies by the Japanese Consulate - General

The Commissioner presents his compliments to The Secretary, S. M. C. and begs to forward herewith the following documents relative to the subject referred to above

1. Copy of a Police report dated May 13, 1938.
2.
3.
4.
5.

Permits For Ships Plying China Waters

Japanese Authorities Issue New Set Of Regulations

NO CHARGE WILL BE MADE FOR PERMITS

Pleasure Craft Are Asked Also To Make Regular Application

Permits will be required of all vessels plying main inland waterways in the Central China areas now under Japanese control, the Japanese Navy, Army and diplomatic authorities in Shanghai announced last night.

The permits, issued by the Japanese naval and military authorities, will be necessitated for pleasure as well as business craft. The authorization will be granted free of charge, the announcement stated. Any ship contravening this rule will be subject to seizure, together with its cargo.

Text Of The Rules

The announcement, in full, was as follows:

"I.—For the time being, navigation by all steamships and motor boats, other than those possessing 'inland stream navigation permits' issued by the Japanese Army and Navy authorities, is hereby prohibited on the following water routes located in areas now under the control of the Japanese Army and Navy:

"(a) Shanghai—Sungkiang (Pungliamao)—Pinghu.

"(b) Shanghai—Sungkiang — Kashing —Hangchow

"(c) Shanghai — Sungkiang — Pingwang—Wushing.

"(d) Shanghai—Kyengtu—Chekiakio.

"(e) Shanghai — Quinsan — Soochow —Wusih — Wutsih—Tunyang — Chikiang.

"(f) Shanghai—Quinsan—Changshin—Soochow.

"(g) Shanghai — Kating — Taitsang—Changshin.

"(h) Shanghai—Tsungming Island—Tungchow.

"Boats propelled by man-power, while exempted from this rule, must obtain the above-mentioned permit.

"Any ship contravening this rule shall be subject to seizure, together with its cargo.

Mode Of Application

"A person desiring to obtain the above-mentioned permit must submit two copies—one each to the Chiefs of the Special Service Departments of the Army and Navy respectively —of an application clearly setting forth therein the name of the ship, the names of the owner and the persons employed on the ship, and the route, period and purpose for which the permit is sought. The permit will be issued gratis upon due examination of the application.

"2.—No special restriction is imposed upon the use of small streams or local routes not included in the above list. In case of necessity, however, such use may temporarily be prohibited or restricted by the Japanese Army and Navy.

"3.—Use of the routes mentioned in the preceding paragraph will be permitted only as far as the nearest locality in which an office of the Kiangche Steamship Company is situated.

"4.—No special restriction is imposed upon navigation by ships for purposes other than that of business. But even in the case of such ships, permits will be required for passage through the routes included in the above list."

F.M. 2
G. 55M-1-38

File No. 8357

SHANGHAI MUNICIPAL POLICE.

S.1. Special Branch Statistics

REPORT

Date March 16, 1938.

Subject Steamship Companies operating between Shanghai and inland places.

Made by C.D.I. Sih Tse-liang Forwarded by C. Crawford D.C.I.

Further to the Special Branch report dated 14.3.38 in regard to applications for new passes by steamboat owners from the "Kiangsu-Chekiang Steamboat Company," 753 Soochow Road, enquiries ascertain that the following six steamship companies have duly obtained these passes and are again operating their steam launch services. A number have not applied and their services are still suspended:-

(1) Wo Foh Navigation Co. (五福航運公司) (Chinese) 553 Shansi Road,

(2) Tung Lee Steamship Co. (通利輪船公司) (Chinese) 280 Peking Road;

(3) Wei Tung Co. (惠通公司) (Japanese) 305 Canton Road;

(4) Cathay Transport Co. (國泰運輸公司) (Japanese) 618 Nth Soochow Rd.;

(5) Chung Nan Transport Co. (中南運輸公司) (Japanese) 612 Nth Soochow Rd.;

(6) Bing San Co. (平山公司) (Japanese) 751 Soochow Road;

The last mentioned concern is owned by Japanese and is situated at 751 Soochow Road with one Wong Dah Zung (王達仁) as Chinese manager. It was established sometime in February, 1938, and operates a weekly service between Shanghai and Wusih via Kunshan and Soochow at prices ranging from $2.50 - $6 each person. They have two launches, Nos. 8 and 9, "Soochow Maru", which are berthed at an S.M.C. jetty situated on Soochow Road at the corner of Chekiang Road near the bridge.

Copy K.E. FILE

Sih Tse Liang
C.D.I.

D.C. (Special Branch) P.A. to D.C. (Sp. Br.)

FM. 2
G. 55M-1-38

File No.

SHANGHAI MUNICIPAL POLICE.

S.I. Special Branch Sidloh

REPORT

Date March 14, 1938

Subject List of steamship companies which are at present maintaining communications between Shanghai and inland places.

Made by C.D.I. Sih Ts-liang Forwarded by C. Crawford

Forwarded herewith is a list of thirty-five steamship companies and one junk group which are at present maintaining communications between Shanghai and inland places.

Thirty-one of these steamship companies are located in the International Settlement while the remainder are in the French Concession.

Of these companies, twelve are Chinese owned, while twenty-four ostensibly belong to foreign interests; namely British (6), German (4) Italian (4), Japanese (5), Portuguese (3), American (1) and Netherlands (1).

Information has now been received to the effect that the passes issued to steam launch owners by the Japanese Military authorities and the Dah Dao City Government permitting them to operate in the area now under the control of the Japanese Military will become invalid on March 15.

A new organ entitled the "Kiangsu Chekiang Steamboat Company (江浙輪船公司)" has recently been established at 793, Soochow Road, by the Nisshin Kaisen Kaisha, for the purpose of dealing with applications of steamboat owners for new passes. Fees charged for new passes are not fixed but are to be decided upon in different cases.

Sih Tsu liang
C.D.I.

D.C. (Special Branch).

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FILE

DBR. 15/3.

SHANGHAI MUNICIPAL POLICE 14 MAR 1938 SPECIAL BRANCH

List of steamship companies and public garage operating between Shanghai & inland places.

Name & Address	Date of establishment.	Jetties	Line of operation or destination	Date of operation	Number of launches	No. of passengers each time outgoing & incoming.	Fare
[illegible] Navigation Co. [illegible]), (Chinese), [illegible] Wei Bank [illegible], [illegible] de la Porte [illegible] Road. Manager : Yang Zai Kee (楊生紀)	In Feb.	Roosevelt Terminal	S'hai - Changyinsha (常陰沙) (an island in Yangtsze River, west of Nantung), via Tienshengkang (天生港).	Once every 2 days.	1	About 100	$2-$2.80
[illegible] Steamship Co. [illegible]), (Portuguese), [illegible] Consulat. Manager : Unknown	In Feb.	-do-	S'hai - Bingyang (平陽), via Tsomung (楚门) & Zuan (瑞安).	Once every 10 days	2	300	$8-$16
[illegible] Co. (大之公司) (British), [illegible] Road. Manager : [illegible] Tsang (朱世章)	13.1.38	-do-	S'hai - Wenchow	Once every Week	2	[illegible]	$6
[illegible] & Co. (華[illegible]) [illegible] Rd. [illegible] (Italian) Manager : V. Chiari.	In Feb.	-do-	S'hai - Nantungchow (南通州)	Once every 3 days	1	100	$2-$[illegible]
[illegible] Steamship Co. [illegible]) (Italian) [illegible] Manager : G.F. Righiri.	In Jan.	-do-	S'hai - Wenchow	Once every week	1	800	$7
[illegible] Co. [illegible]) (Italian) [illegible] Rd. Manager : G.F. Righiri.	10 years ago.	-do-	S'hai - Foochow S'hai - Tienshengkang (天生港), (a port on the N. Bank of Yangtsze, S-W of Nantung.)	Once every week, & once every 3 days	2	800	$2-$15

Name & Address	Date of establishment	Jetties	Line or operation or destination	Date of operation	Number of lines	No. of passengers per line per day including	Fare
[illegible] Loong Co. ([illegible]) (British) [illegible] Kiukiang Road. Manager : D. D'shea.	7.3.38	Roosevelt Terminal	S'hai - Hupukow ([illegible]) (a port on the S. Bank of Yangtsze River, N-E of Changshu), via Pamoukow.	Once every 2days.	1	50	[illegible]
Yuen Loong Co. ([illegible]), (British) Room 41, Ningpo Guild Building, 1454 Ave. Ed. VII. Manager : Ts Chung Hou([illegible])	1.1.38	Customs jetty	S'hai - Sinshen_kang (新生港) (a port N. of Tienshengkang), via Tienshengkang.	Once every 2 days	1	[illegible]	[illegible]
[illegible] Transport Co. ([illegible]) (British) [illegible] Floor, No. [illegible] Ave. VII. [illegible] Yien Ying Fong([illegible])	1.1.38	-do-	S'hai - Sinkang (新港) (a port on the N. Bank of Yangtsze River, E. of Tsingkiang('[illegible]'), via Tienshengkang & Singshengkang.	Once every 2 days	1 with a lighter	150	[illegible]
[illegible] ([illegible]) (Chinese) [illegible] Hotel, [illegible] Canton Rd. [illegible] 18 Ku Yuen [illegible] Fokien Road. Manager: Chien Yu Zung([illegible])	8.2.38	-do-	S'hai - Tsiyakow ([illegible]) (a port on the S. bank of Yangtsze River, N-E of Taichang)	Every day	1	100	[illegible]

Name & Address	Date of establishment	Jetties	Line of operation or destination	Date of operation	Number of launches	No. of passangers each time on joing & leaving	Fare
[illegible] Steamship Co. [illegible]), (Italian) [illegible] Yarn [illegible] Building, [illegible] Wang Nah Sung(王大森)	12.2.38	Customs jetty	S'hai - Kitung(殷東) (a city on the N. bank at the mouth of Yan tsze River) via Tsungming (崇明) & Haimen(海門)	Once every 2 days	1	100	$2.50
[illegible] (German) [illegible] Road Rd. [illegible] Chiao Tung [illegible] Yah Li, Rue [illegible] Ching([illegible])	In Jan.	-do-	S'hai - Changyinsha via Tsiyakow, Tsing-loongkang (青龍港) & Siaochwansha(小川沙).	Every day	2	100	$1.00
[illegible] (Portuguese) [illegible], P.C. [illegible] Kan Tsing([illegible])	21.1.38	-do-	S'hai - Nanmunkang (南門港)(a port on Tsungming Island), via Paochin(保鎮)	Every day	1	100	$2
[illegible] Co. [illegible] (Portuguese) [illegible] Kwei San(陸桂山)	24.2.38	No. 3 Pontoon Canton Rd. Bund	S'hai - Tienshengkang	Once every 2 days	1	200	$2
[illegible] Co. [illegible]), (German) [illegible] Yar Nah Foong Co., Room 4 Kiangsu Hotel, Lawi 378/50 Canton Road. Manager : Li Soong Yao(李頌堯)	23.2.38	-do-.	S'hai - Nupukow via Tamoukow	Every day	1	100	$2

Name & Address	Date of establishment	Jetties	Line of operation or destination	Date of operation	Number of launches	No. of passengers each time outgoing & incoming	Fare
Kong Shing Navigation Co. (公興輪船之司)(American) Room 42 Pootung Guild Building, 1454 Ave. Ed. VII. Manager : Li Koh Ziang (李國祥)	21.2.38	No. 3 Pontoon Canton Rd. Bund	S'hai - Tsingloongkang (青龍港)(a port on the N. Bank of Yangtsze River, S-E of Haimen)	Once every 2 days	1	200	$2
Woo Poong Steamship Co. (吳平輪船之司)(British) 14 Canton Road. Manager : Sung Kwei Ling (沈桂林)	27.2.38	-do-	S'hai - Chuenfoongsha (殊丰沙)(Tsungming)	every day	1	1[illegible]	$1
[illegible] Co. ([illegible]之司)(Japanese) [illegible] Road. Manager : Tseu Pao Hwa (周寶華)	Under preparation	-do-	S'hai - Pinghu (平湖), via Minghong (閔行), Yehsieh (葉謝), Sungkiang (松江), Tunlaimiao (東來廟), Tschin (珠涇), & Sindi (新橋).	unknown	2	2[illegible]0	$1-$4
[illegible] Navigation Co. ([illegible]之司)(German) [illegible] Road. Manager : unknown	17.2.38	No. 7 Pontoon Foochow Rd. Bund	S'hai - Loh Lee Jao (六里橋)(Pootung), via Nan Ma Dow (南馬头), & Pailienking (白蓮涇).	4 times a day	1	1200	$[illegible].20-$[illegible].35
[illegible] Steamship Co. ([illegible]之司)(German) [illegible] Rd. Manager : Tee Vee Su (朱維周)	26.2.38	-do-	S'hai - Pamoukow (白茅口)(a port on the N. bank of Yangtsze River, N. of Taichong), via Yanglinkow (楊林口), Tsiyakow.	every day	1	100	$2-$[illegible].40

Name & Address	Date of establishment	Jetties	Line of operation or destination	Date of operation	Number of launches	No. of passengers each time outgoing & incoming	Fare
Yah Foong Co. (亞豐之司) (Chinese) 18 Ku Yuen Foong(顧源豐), Owner of Foochow & Fokien Rds. Manager : Teang Teh Fu(張德富)	18.1.38	No. 12 Pontoon Kiukiang Rd. Bund	S'hai - Hupukow via Yanglinkow & Pamoukow.	Every day	2	100	$2-$2.10
Yui Fung Co. ([illegible]之司) (Chinese) 684 North Foochow Rd. Manager Nan Chi An([illegible])	10.2.38	Shanse Rd. Nth.Soochow Rd.	Shanghai - Hangchow, via Shengtse(盛澤), Sinshih (新市), Wutsung (吳淞),& Tangsi (塘棲).	Once every week	1	[illegible]	[illegible]-$20
Kiang Hong Transport Co. ([illegible]之司) (Chinese) Room 416, 349 Ningpo Road. Manager : Li Zau Kee(李[illegible])	7.2.38	-do-	S'hai - Soochow via Wangting(望亭), Changshu (常熟),& Tangkow (唐口).	unknown	1	Freight only	unknown
Chang Tan Transport Co. ([illegible]之司) (Japanese) [illegible] Foochow Road. Manager : Teang Shao Tung(張[illegible])	18.2.38	-do-	S'hai - Chukakio(角里) via Hwangtu (黃渡), & Tsingpu (青浦).	Once every 4 days	1	200	$2-$2.50
[illegible] Transport Co. ([illegible]之司) (Japanese) [illegible] Foochow Road. Manager : Nanjuro Miyashita ([illegible])	Under preparation	-do-	S'hai - Wutsin(武進) via Soochow & Wusih.	Unknown	2	unknown	unknown
[illegible] Navigation Co. ([illegible]之司) (Chinese) [illegible] Shanse Rd. Manager : unknown.	10.2.38	Shanse Rd. Soochow Rd.	S'hai - Soochow	Once every 5 days	2	100	$5

Name & Address	Date of establishment	Jetties	Line of operation or destination	Date of operation	Number of launches	No. of passengers each time outgoing & incoming	Fare
Berlin Navigation Co. 718 Kiukiang Road. (German) Manager : unknown	17.2.38	Honan Rd. Hsin. Soochow Road.	S'hai - Wusih via Kunshan, Kwangtu and Soochow.	unknown	1	[illegible]	[illegible]
Teh Lee Co. (德利公司) (Chinese) Room 514 Pootung Guild Building, 1454 Ave. Ed. VII. Manager : Unknown	unknown	-do-	S'hai - Hangchow via Wutsung, Sinshih, Tangsi.	unknown	unknown	unknown	unknown
Great Asia Navigation Co. (大亞航運公司) (Chinese) 458 North Soochow Rd. Manager : unknown	1.3.38 under preparation	-do-	S'hai - Kungshenkiao (拱震橋) (North of Hangchow) via Minghong (南行) Luhu (蘆滬) Lili (黎里) Lingwang (王母) Wutsung (吳淞) Shwanglin (雙林) Linghu (菱湖) Tangsi (塘棲)	Once every 10 days	2	unknown	[illegible]
Kuehne & Co. (凱紳洋行) (Dutch) Room 510 Chung Wei Bank Building, Rue de la Porte du Nord, F.C. Manager : Kuehne	21.2.38	-do-	S'hai - Funlaimiao via Minghong & Sungkiang.	Once every 2 days	1	unknown	unknown
Shanghai Steamship Co. (上海輪船公司) (Japanese) Room 206, 160 Ave. Ed. VII. Manager : Pan(潘)	unknown	Chekiang Rd. Soochow Rd.	S'hai - Wusih via Soochow	unknown	unknown	unknown	unknown

Name & Address	Dateof establish-ment	Jetties	Line of operation or destination	Date of operation	Number of Junks	No. of passengers each time outgoing & incoming	Fare
[illegible] Steamship Co. [illegible] (Chinese) [illegible] Soochow Road. Manager Ling Hsu Zi(林叙梓)	12.3.38	Chekiang Rd. Soochow Rd.	S'hai - Wutsin via Soochow & Wusih	Once every 8 days	1	unknown	$5-$8
[illegible] Steamship Co. [illegible] (Sino-Japanese) [illegible] Soochow Road. Manager : Chang Yu Sung(陳祐順)	1.2.38	-do-	S'hai - Hangchow via Sungkiang, Kashing & Tangsi	Once every 14 days	1	Freight only	unknown
[illegible] Steamship Co. [illegible] (Chinese) [illegible] Road. [illegible] Hsieh Ling(石鶴齡)	12.3.38	-do-	S'hai - Shengtse via Linghong, Sungkiang, Luhu, Lili, Pingwang.	Once every week	1	unknown	$1.50-$7
[illegible] Transport Co. [illegible] (British) [illegible] : Wu Tsing(沙清) [illegible] Co., Inside Credit [illegible], Rue Chu Pao San. [illegible] : Li Yu Sung(李玉生)	1.1.38	French Bund	S'hai - Tienshengkang	Once every 2 days	2	200	$2
[illegible] Station Co. [illegible] (Chinese) [illegible] Road. [illegible] Wang Kung Yue(王根裕)	Under preparation		unknown	unknown	unknown	unknown	unknown
[illegible] Garage [illegible] (Chinese) [illegible] 16 Chung Wei Bank [illegible], Rue Porte du Nord. Manager : Kwei Kwei Sung(歸桂生)	27.2.38	Outside Chun Nan(中南) Hotel, Ave. Ed. VII.	S'hai - Tsingpu	Twice a day	2 M/trucks	-do-	-do-

J.S.H.

SHANGHAI MUNICIPAL POLICE.

File No.

C.S.6, Special Branch

REPORT

Date March 2, 1938.

Subject Kiangsu-Chekiang Steamship Navigation Company - Establishment of.

Made by and Forwarded by Inspector Papp.

SECRET

According to information received, the Japanese Authorities are now planning to exercise control over local shipping. Since the evacuation of Chinese troops from Shanghai, various foreign and Chinese shipping concerns which operated lines between Shanghai and various interior cities have secured passes and permits from Japanese military and naval authorities through foreign consuls. Owing to the urgent need of communication facilities after the war, these shipping companies as a rule made a considerable amount of money in a short space of time.

It has now been learned that in compliance with repeated requests of their business men, the Japanese Authorities have decided to cancel all such passes and permits issued, effective from March 10, and have given permission to the organization of a new shipping concern which has been named "The Kiangsu-Chekiang Steamship Navigation Company". The new concern has recently been organized under the joint auspices of three Japanese shipping companies here, namely, the Nisshin Kisen Kaisha, 5 The Bund, the Yamashita Kisen Kaisha, 30 Foochow Road, and the Showa Shipping Co. Ltd., 130 Hankow Road. The new concern is planning to operate a fleet of about 100 steamers and steam launches in the interior of Kiangsu and Chekiang provinces. Six shipping lines have been mapped out and will be operated exclusively by the Company as follows:-
(1) Shanghai to Hangchow, (2) Shanghai to Wusih, (3) Shanghai to Changshu (常熟), (4) Shanghai to Pinghu (平湖), (5) Shanghai to Ishing (宜兴) and (6) Shanghai to Chuchiakoh (朱家角). All other companies wither foreign or Chinese which have been operating steamers on any one of above mentioned lines would be required

SHANGHAI MUNICIPAL POLICE
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SHANGHAI MUNICIPAL POLICE.

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Station.

REPORT

Date.

- 2 -

Subject

Made by

Forwarded by

to co-operate with the Kiangsu-Chekiang Steamship Navigation Company under terms dictated by the latter. The afore-mentioned new company will demand from all other shipping concerns to deliver to them unconditionally 50% of their profit, and in addition to that, 10% to the Japanese Chamber of Commerce, 10% to the Japanese Army and 10% to the Japanese Navy. The company itself would be entitled only to the last 20% of the profit from its business. Furthermore, the Kiangsu-Chekiang Steamship Company would also be entitled to have the right to appoint an auditor to supervise the accounts of all other shipping companies concerned. The apparent aim of all these measures is to make it impossible for any other shipping company to exist or operate successfully on the lines operated by the new concern.

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E. Papp
Inspector.

D.C.(Special Branch).

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File No. 835

SHANGHAI MUNICIPAL POLICE.

S. 1. Special Branch, ~~Station~~,

REPORT

Date February 16, 1938.

Subject The Kosetsu Steamship Co., A Newly Established Jacanese Concern.

Made by D. S. Kamashita Forwarded by C. Crawford D.C.

With reference to the attached cutting from the "Shanghai Times" dated February 15, 1938, regarding establishing of a new Japanese inland shipping concern, I have to state that this concern known as the Kosetsu Steamship Company(江浙輪船公司) recently came into operation sponsored by the Nisshin Kisen Kaisha, No. 20 Canton Road, and the Shanghai Transportation Company, a Japanese concern, No. 97 Hankow Road. This new shipping company has an office at Room 221, 20 Canton Road.

Service commenced on February 5 with a fleet of 20 tugboats which operate on a regular service between the following places:-

Shanghai-Soochow. Shanghai-Changshu.

Shanghai-Pinghu. Shanghai-Kashing.

Shanghai-Tsingpu-Tsui Ka Koh.

The boat train leaves Canton Road jetty every day or on every other day but they have no fixed schedule.

H. Kamashita
D. S.

D.C. (D.W.)
D.C. (W.)

SHANGHAI MUNICIPAL POLICE
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DBR. 16/2
P. A. to D. C. (Sp. Br.)

D. C. (Special Branch).

FILE
DBR. 18/2
P. A. to D. C. (Sp. Br.)

SHIPPING REVIVED INTO INTERIOR

Many New Companies Operating Out Of Shanghai Now

With new shipping firms run by foreign interests springing up almost daily in Shanghai, navigation between this city and other important cities in the interior of Kiangsu and Chekiang is no more the problem it proved soon after the conclusion of hostilities in and around Shanghai, investigations revealed yesterday.

A new Japanese firm, the Shanghai Shipping Company, has just been established here. It was officially announced by this company yesterday that a steamer would go to Quinsan, Paichen, Soochow and Wusih early tomorrow morning, stopping at all points of call. Several junks will be towed by the steamer so that goods may be transported to the interior where cigarettes and other sundry goods are urgently needed.

Competing with this new Japanese firm is a number of other foreign shipping firms established by British, American, German and Portuguese merchants, which are maintaining boats on regular runs between important districts of Tsinpu, Quinsan, Soochow, Wusih, Changshu, Huchow and Pinghu.

Rice merchants in Shanghai are greatly benefitted by these shipping firms, for it is no longer a problem to transport Chinese rice to Shanghai from rice-producing districts in Kiangsu and Chekiang, notably Changshu. These companies are trying to find more ships.

A steamer belonging to another Japanese shipping firm left Shanghai yesterday morning for Pinghu, carrying cargo and about 40 passengers. The boat will have to pass Minghong, Sungkiang, Chukiang and another district before reaching its destination. The steamer left the Canton Road Bund yesterday at about 9 a.m. after some hours delay. It was the first run of the vessel.